

## AMENDMENTS TO THE CLAIMS

## Listing of Claims

1 to 10. (Cancelled)

11. (Currently amended) The method of claim 10 A method of  
controlling an automated clutch of a vehicle, comprising the step of adapting a  
characteristic curve of the clutch through an electronic clutch management system,  
wherein the adaptation is performed under at least one suitable set of operating  
conditions, said suitable set of operating conditions being represented by at least one  
suitable operating point, wherein the adaptation of the characteristic curve is based on  
at least one input variable, the at least one input variable comprises at least one of an  
engine rpm-rate ( $n_{\text{engine}}$ ), an effective engine torque ( $M_{\text{engine}}$ ), and a clutch actuator  
position ( $X_{\text{clutch}}$ ), wherein at least one delay block ( $T$ ) is used for the adaptation of said  
characteristic curve, and wherein said delay block serves to compensate for a time  
offset due to differences in the speed of detection and transmission of different input  
variables.

12. (Previously presented) A method of controlling an automated clutch of a vehicle, comprising the step of adapting a characteristic curve of the clutch through an electronic clutch management system, wherein the adaptation is performed under at least one suitable set of operating conditions, said suitable set of operating conditions being represented by at least one suitable operating point, wherein an adaptation algorithm is used for the adaptation of said characteristic curve, and wherein the













40. (Original) The method of claim 38, wherein the friction coefficient is adapted in a plurality of adaptation steps for predetermined constraint points of a friction characteristic.

41. (Original) The method of claim 40, wherein said predetermined constraint points are located in a range of high clutch torque values.

42. (Original) The method of claim 41, wherein the friction coefficient is further adapted by an additional step of transferring the adaptation that was made for the predetermined constraint points in the range of high torque values to other constraint points within a time period that includes the time during and after a full load cycle.